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# California

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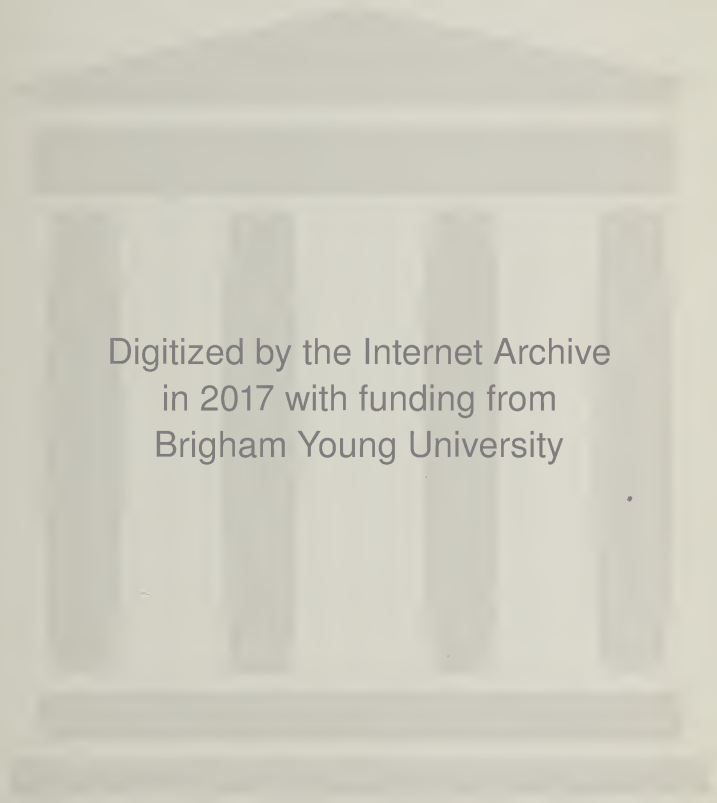
# CALIFORNIA







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# CALIFORNIA

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A BRIEF DESCRIPTION OF THE CHIEF  
POINTS OF INTEREST IN THE STATE,  
AND THE MOST CONVENIENT MEANS OF  
REACHING THEM, TOGETHER WITH INFOR-  
MATION CONCERNING TRAIN SERVICE TO  
THE COAST VIA THE CHICAGO, UNION  
PACIFIC & NORTH-WESTERN LINE.

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ISSUED 1905.  
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YOSEMITE FALLS.

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# CALIFORNIA



CALIFORNIA is a state of great and varied natural resources and the most charming climatic conditions.

Until 1848 it was practically an unknown country except to the early Mission Fathers, who began their religious teachings among the Indians as early as 1769, and whose mission buildings still stand a monument to their patient efforts.

With the discovery of gold in 1849 California became the goal to which thousands of pioneers and gold seekers hastened. The hardships of the trip across the plains and mountains made by the men of '49 may hardly be conceived by the present day traveler who journeys in comfort along practically the same route and marvels at the advantages he enjoys as contrasted to the very meager facilities of the pioneer.

The state's magnetic power of attraction has not greatly diminished since that day. The development of gold, silver and lead mines, the construction of great systems of irrigating canals, the cultivation of productive farms, and the planting of orchards and groves have induced a constantly increasing number of people to come to the Coast to make their homes here in a land of plenty, and to welcome in turn other visitors and settlers.



THE GOLDEN GATE, SAN FRANCISCO.



AN FRANCISCO is the railroad and commercial metropolis of California, from which all points of interest in the state can be readily reached, and being the gateway to the Orient it possesses added importance on account of the relations which now exist between the United States, Hawaii and the Philippine Islands; and the increase of trade and travel that will naturally result must prove of great permanent benefit to the commercial welfare of the city.

Alaska, Australia, China, Japan, the Philippines and the Hawaiian Islands, the latter distant only a six-days' journey, are comfortably reached from San Francisco by first-class steamship lines that include some of the largest, fastest and most modern vessels afloat.

The bay upon which San Francisco is located includes the smaller bays of San Pablo and Suisun. Alcatraz Island, a partly fortified garrison and the military prison of the Pacific, and Angel Island, also a military reserve, are located within the bay. Other military posts in the vicinity of San Francisco worthy of a visit are the Presidio, Fort Winfield Scott (Fort Point), Fort Mason (Black Point) and the Navy Yard at Mare Island.

Golden Gate Park, the Seal Rocks, Cliff House, Sutro Heights and Chinatown, the latter with its bazars, theaters and joss houses affords an unending source of entertainment for sightseers. Other points of interest in the city are the state board of trade rooms, state mining bureau, academy of sciences, United States mint, geographical society and various social and literary clubs, while the public buildings, hotels and theaters are numerous and imposing. San Francisco's great wealth and commercial importance promise to increase rapidly as a result of its growing trade with the Far East and the rapid development of Pacific Coast territory.

Oakland, Alameda and Berkeley, across the bay, are beautiful cities in which are located the homes of thousands of people who do business in San Francisco. Oakland, a city of nearly 60,000 inhabitants, is the terminus from which the Overland passenger



GOLF IN CALIFORNIA.



takes the ferry transfer to the city proper. Alameda (called the Island City) has a population of nearly 12,000, and Berkeley, laid out in 1872, is the site of the state university.

Several delightful journeys of a day's length may be made from San Francisco to points of interest. Among the most notable of these is the trip to Mill Valley and Mount Tamalpais. Taking the ferry at the foot of Market Street, the bay is crossed in view of the Golden Gate and the fortified island of Alcatraz, to Sausalito, and from there by train along the shores of the bay and through handsome forests of redwood to Mill Valley, where connection is made with the Mount Tamalpais Scenic Railway. This mountain road winds through the beautiful wooded cañon of Blithedale, where continual changes of panoramic splendor are presented at every turn. On the way up the mountain the track parallels itself five times, and from the train Mount Diablo, Mount St. Helena, Mount Hamilton, Lick Observatory, Cliff House,



MOUNT TAMALPAIS SCENIC RAILROAD  
NEAR SAN FRANCISCO.



HOTEL DEL MONTE, MONTEREY.

Sutro Heights, Berkeley, Alameda, San Anselmo, San Quentin, San Rafael, Sausalito, Larkspur, Belvedere and Oakland can be seen.

Another short trip from San Francisco is that to Ukiah, via the California Northwestern Railway. The ferry is taken from the foot of Market Street to Tiburon, from which point the route lies through Petaluma, Santa Rosa and along the beautiful Russian River. Other points of interest easily reached from San Francisco, and deservedly popular, are the famous Geysers, Skaggs Springs, Bartlett Springs and Highland Springs. These journeys include a railway ride and a stage-coach drive through a remarkably picturesque country.

No state has its geographical divisions more clearly marked than California. For the agriculturist, the horticulturist and the tourist this is an advantage, for it makes the planning of a journey or the selection of a home a rather simple matter.

Tickets to southern California are sold either via Salt Lake City and the newly opened Salt Lake Route direct to Los Angeles, or via Sacramento and San Francisco. In the latter case, tickets are honored at the option of the passenger by the Southern Pacific Railway either via the panoramic Coast Line or the great San Joaquin Valley Route. Leaving San Francisco via the Coast Line, the first point of interest is the Leland Stanford, Jr., University at Palo Alto, an hour and a half distant from San Francisco. The splendid buildings, of the mission style of architecture, with sufficient income for the support of the institution, were the gift of the late Leland Stanford, as a memorial to his son, who died in youth. A few miles beyond Palo Alto is San Jose, one of the most progressive and prosperous cities of the state, and a large shipping center for the products of the orchards and vineyards by which it is surrounded. It is noted for its delightful climate and for its beautiful homes.

The great Lick Observatory is reached from San Jose over an excellent road to Mount Hamilton. The atmospheric conditions at the summit of the mountain are so perfect that the results of the observations made there have been of great value to astronomical science.





IN A CALIFORNIA ORANGE GROVE.



Situated on the beautiful Bay of Monterey, and surrounded by grounds covering more than one hundred acres, upon which the skill of the landscape gardener and the florist has been lavished in the production of a semi-tropical landscape that is a constant marvel to visitors, is located the Hotel Del Monte, a magnificent structure capable of accommodating four or five hundred guests, and justly famed the world over for the comfort and luxury which it provides.

From the Del Monte the famous seventeen-mile drive for which the hotel is noted girdles the peninsula upon which the towns of Monterey and Del Monte are located, and affords a view of the Pacific, which makes it one of the most attractive drives in the world.

Seven miles from Monterey are the ruins of El Carmelo mission, established in 1770 by Father Junipero Sierra, who died and was buried in the church which he founded. Point Pinos light-house is also in easy reach, and the Seal Rocks, where thousands of seals may be seen, are near by. Near Monterey is Pacific Grove, a favorite family resort of cottages and tents, and at Pine Grove are the grounds of one of the most successful summer schools of the west, conducted on the Chautauqua plan.



LICK OBSERVATORY,  
MOUNT HAMILTON, SAN JOSE.



THE FAMOUS CALIFORNIA REDWOODS.



THE beautiful seaside city of Santa Cruz is across the bay from Monterey; it has fine hotels, a magnificent beach, water works, electric lights, electric car lines and all other modern improvements. A beautiful drive may be made from here to the big redwoods of the Santa Cruz grove.

Southward from San Jose the Coast Line passes through the growing towns of Gilroy, Watsonville and Salinas, the two last named being famed as centers of the sugar beet industry. At Salinas is one of the largest beet-sugar factories in the world. Through the Salinas Valley the road follows along the river, with ranges of coast mountains on either side. This valley is one of the great wheat-growing sections of America, and large grain warehouses will be noted at different stations along the line. The valley, too, has many miles of fine fruit orchards, and in the spring-time from San Francisco southward for nearly 150 miles the way is largely through blooming orchards, thousands of acres in extent, which afford a magnificent sight. Perhaps the most remarkable and attractive feature of the upper Salinas Valley is the oak forest, for the great oak trees that cover individually an average of perhaps a hundred square yards of space may be termed collectively a forest. For several hours the journey is amid this wonderful growth of oaks.



SEALS AT SANTA CATALINA ISLANDS.

Adjacent to the Coast Line are several well known springs, among which may be mentioned Gilroy Hot Springs, reached from Gilroy; Paraiso Hot Springs, reached from Soledad, and Tassajara Hot Springs, reached from Salinas. In the upper Salinas Valley, on





MISSION SAN JUAN CAPISTRANO.

MISSION SANTA BARBARA.

MISSION SAN GABRIEL.



the new main line, are the famous Paso Robles Hot Springs, whose mud and mineral water baths are known all over the world.

The town of Paso Robles is prettily situated on the banks of the Salinas River between the hills and the river. Three miles away are the Santa Ysabel Hot Springs, one of the largest mineral springs in the world, and destined shortly to become another great resort. Paso Robles with its hot springs, fine hotels, beautiful drives and good hunting, is certain to become a popular stopping place between Santa Barbara and Del Monte for thousands of tourists that visit California every year.



OSTRICH FARM.

From Paso Robles the line winds up the mountain side, crossing the southern extension of the Coast Range. Some very beautiful views are to be had from the mountains, whence may be seen a number of productive valleys far below. Crossing the mountains the city of San Luis Obispo is reached during the descent on the other side. Its location is marked by an inland peak, the last of the series of isolated pyramidal peaks that run from San Luis Obispo down to the ocean. The city is the commercial metropolis of one of the most fruitful sections of California, having among the near-by valleys a tributary population of over 30,000. It possesses a fine resort hotel; is well built, like nearly all California towns, and has all modern conveniences. One of the principal points of interest is the Old Mission, in the heart of the town. A beautiful drive of nearly thirty miles extends from San Luis Obispo down to the cañon by the well-known Sycamore Springs, thence along Pismo Beach—perhaps the longest and broadest beach on the Pacific Coast—and back through the wonderfully fruitful valley of Arroyo



POINT CONCEPCION, ON THE NEW COAST LINE.

Grande, noted for its fine seed and flower farms and fruit ranches. The country hereabouts is one of the finest farming districts in the United States.

Southward the railway line follows the mountain sides until near Tangair, where the Pacific Ocean comes in view. Thence for a hundred miles passengers are given a wonderful view of the Pacific. For the whole distance from Tangair to Ventura, except through the ten miles of Goleta Valley, the track is along the ocean cliffs, from fifty to a hundred feet above sea level, and within a stone's throw of the water.

After crossing the Santa Maria River a branch line leads through the valley to the thriving town of Lompac, the center of a great mustard-producing region from which is shipped nearly all of the mustard used in the United States. Southward the main line extends to Point Arguello, where a new lighthouse, the first one operated by compressed air, has just been built; thence along rugged headlands to Point Concepcion, one of the most beautiful and striking of peninsulas. A great rock, several hundred feet high, juts into the sea, surmounted by the white buildings of the lighthouse keeper, the light itself being on a shelf a hundred feet below. From here the road follows the cliffs to Santa Barbara, leaving them only for a short way to pass through Elwood and the beautiful Goleta Valley, famous for olives, nuts, oranges and lemons.



SAN FRANCISCO HARBOR.





SANTA BARBARA.





**F**ARTHER south is Santa Barbara, well known as one of the most famous of California resorts. Like other points mentioned in these pages, Santa Barbara possesses that peculiar charm of individuality which offers a new delight to the visitor, no matter how much he may have seen of California or the rest of the world. It is 110 miles west of Los Angeles on the coast and contains a population of about 10,000. It is a summer resort for the people of San Francisco, while the tide of eastern tourist travel flows into its doors all winter, making it always gay. One of the best preserved and most attractive of the old Spanish missions is here, still tenanted by the good fathers who guard their people and their traditions. The Spanish missions were a factor of value not to be lost sight of in the history of Californian settlement and civilization. Their cloisters were the seat of first education in the distant colony; they taught the Indians peace, they planted trees for the future and made those experiments in the culture of the citrus fruits, the olive and other products, the lessons of which still serve the grower of to-day.

Santa Barbara has its share of charming hotels, beautiful homes, walks and drives, and a profusion of flowers and pretty scenery. The old city has in a state of perfect preservation buildings of adobe with tiled roofs, more than a hundred years old, excellent examples of mission architecture. The particular feature of Santa Barbara which first appeals to most visitors is its roses, which embower every home. The annual rose carnival is an event which brings thousands of visitors to the city and furnishes a characteristic spectacle of surpassing beauty.

From Santa Barbara the Coast Line extends to Saugus via Ventura through the greatest bean-producing section in the United States, and one remarkable as well for many other products, including oil and beet sugar. At Saugus the old line is joined and followed from that point to Los Angeles. In a short time, however, a new cut-off will be completed from Montalvo to Burbank via Oxnard and Chatsworth Park, and it will add much to the beauty of the Coast Road, now already conceded to be one of the scenic lines of the world.



EL CAPITAN, YOSEMITE VALLEY.



BETWEEN the Coast Range and the Sierra Nevadas is the great San Joaquin Valley, given over to agriculture of the most profitable sort, and it is through this valley that another line of the Southern Pacific Railway passes, giving choice of routes between San Francisco and Los Angeles, through Stockton, Lathrop, Fresno and Bakersfield. Irrigation has made the valley a garden spot of productiveness. Great fields of wheat, and smaller tracts devoted to oranges, lemons, figs, peaches, prunes, raisin grapes, dot its whole length. The west side of the valley is skirted by oil fields.



FROM Milton or Berenda on this line the traveler may reach the Yosemite Valley and the Sequoia groves of Mariposa and Calaveras. The trip to the Yosemite can be made very pleasant by arranging to go by one route and return by the other. It is possible to make the round trip from San Francisco in four days, spending two days in the valley and seeing the trees on the way. The Yosemite Valley has been set aside as a park and dedicated to the world as something to be preserved for the tourist who seeks nature in her grandest forms. The United States government controls all accommodations, and has established regulations for the guidance of visitors in this wonderland of the West. The stage journey to the Yosemite is made in stages that are comfortable, the roads are good, and the accommodations for tourists very satisfactory.

The redwood giants of the groves of Calaveras and Mariposa are among the famous sights of California. In the latter group, visited on the trip to the Yosemite, are 600 trees, of which 125 are more than forty feet in circumference, while several are from ninety to one hundred feet. The Calaveras group has one tree which is 435 feet high and 110 feet in circumference.



REDLANDS.





VIEW NEAR RIVERSIDE.



LOS ANGELES is essentially the metropolis of southern California and a convenient starting point for interesting side trips. "The City of the Angels" has a population of over 100,000, and is equipped with all metropolitan improvements. The streets are excellently paved and cleaned, the hotels first class, the transportation facilities unusually good; fine houses by the hundreds line the shady streets; schools and churches abound; the public buildings are of a very superior character, and altogether it is not surprising that the people of Los Angeles are proud of their charming city.

In the immediate vicinity of Los Angeles is the region of oranges and other semi-tropical fruits. There is hardly a line of railway radiating from the city that will not afford vistas of golden groves from the car windows, and the lines which pass through Pasadena, Pomona, Ontario, Redlands, San Bernardino and other beautiful towns along the way traverse the greatest orange belt in the world. This is the route of the newly opened San Pedro, Los



SURF BATHING IN THE PACIFIC.

Angeles & Salt Lake Railway, over which the fast through electric lighted Los Angeles Limited from Chicago daily via the Chicago, Union Pacific & North-Western Line now enters Los Angeles direct from Chicago via Salt Lake City.

West of the San Bernardino Range the route is through the most fertile and thickly populated portion of southern California.

A most delightful short trip from Los Angeles is that to Echo Mountain and Mount Lowe. At Altadena, four miles north of Pasadena,

the railway connects with an electric line which leads to Rubio Canyon, two and a half miles distant. There, from an altitude of 2,200 feet, a cable incline conveys visitors to the summit of Echo Mountain, nearly 1,490 feet higher, where will be found, among other attractions, a charming hotel and an observatory. From this point several miles of bridle paths radiate to the various points of interest in the vicinity, and an electric railway extends by a route which is a continual fascination to Mt. Lowe Springs, a distance of four miles, where the Alpine Tavern is located at an altitude of 5,000 feet and from there on horseback to the summit of Mount Lowe, altitude 6,000 feet. There is not a more pleasant mountain trip in the state than this. Sufficiently elevated above its surround-



ORANGES.





ELECTRIC ROAD UP MOUNT LOWE, NEAR LOS ANGELES.



ings to afford commanding views across wondrously fertile valleys to other ranges upon the one hand, and to the coastwise islands of the Pacific upon the other, the total altitude is not enough to distress those who are affected by the rare air of more exalted summits. Among the many attractive features of California, the trip to Mount Lowe worthily holds a conspicuous place.

West and south of Los Angeles is another succession of resorts of a different kind. Los Angeles lies eighteen miles from the sea, in reach of the cooling summer winds, but away from fogs and dampness. Several lines of railway reach the beaches from the city and trains run upon fast schedules to the pleasure resorts located on the coast. Santa Monica is one of the most popular of these, with good fishing and hotels and a fine bathing beach. Redondo is another, and San Pedro and Long Beach form another group, each with attractions of its own. At Port Los Angeles are great coal docks and an ocean pier where Pacific Coast steamers call for passengers. Excellent fishing is offered here.

Pasadena, only ten miles from Los Angeles, is a city of beautiful homes surrounded by splendid private grounds, where the landscape architect and the florist have produced effects of surpassing beauty.



BRIDLE PATH, ECHO MOUNTAIN,  
NEAR LOS ANGELES.



AVALON BAY, CATALINA ISLAND.



CALIFORNIA OIL WELLS

There are three longer journeys from Los Angeles which are notable for the pleasure they offer. One of them is remarkably unique. It is the trip to the Island of Santa Catalina, which lies directly south of Los Angeles, a little more than twenty miles out in the Pacific Ocean. It is reached by train to the port of San Pedro, whence excellent steamers sail for Avalon, the island town. The voyage is usually smooth, so that the most timid need not fear discomfort from it. There one finds beautiful scenery, delightful climate, a satisfactory hotel, bathing, and all sorts of accommodations for the pleasure and comfort of the tourist. The fishing is superior, wild goats in the hills afford hunting that is a real novelty, and the surroundings make the place one of the most enticing resorts in southern California.



HOTEL DEL CORONADO, NEAR SAN DIEGO





CHICAGO & NORTH-WESTERN TICKET OFFICE, LOS ANGELES.



PROMINENT among all the California trips is the one to San Diego and Coronado Beach, at the southern extremity of the state. Here the conditions are again unique, each resort having its own individuality quite as strongly marked as that of any place in the world. The ride of 127 miles from Los Angeles is through a succession of orange and lemon orchards and walnut

groves, past ruined Spanish missions and magnificent ocean views, all capped by a sky of perfect hues, and in an atmosphere of sweet, stimulating purity and fragrance. The balmy afternoons and gorgeous sunsets, which cannot be excelled in any clime, cause southern California to be compared with Italy.

During the first half of the trip the orchards are the distinguishing characteristic of the view, and during the last half it is the sea, the trains closely skirting the shore of the ocean until within a few miles of San Diego. The town possesses attractions of its own—flowers, beautiful homes, fine hotels, and everything to contribute to the entertainment of the visitor. Across the splendid bay, the southwesternmost harbor of the United States, is the world-



A POLO GAME.

renowned Hotel del Coronado, situated on Coronado Beach, and named for the Spanish discoverer who was so closely identified with early exploration. It is an ideal location and deservedly popular with tourists.

From San Diego one can journey to Mexico and back within a single day, getting a glimpse at Tia Juana, in the land of the Montezumas, and acquiring a new experience. The invisible boundary line between California and Lower California marks no difference in climate or natural conditions, but the change in the characteristics of people across the line is very noticeable.



HERE is a great deal to be said in reference to that part of the state left untouched when this sketch turned southward from San Francisco. The divisions of the state between the north and south are clearly defined, and lend themselves readily to the plans of the tourist. Each has its distinctive attractions, and each is unique in its way. North of San Francisco there is another

valley, the Sacramento, which trends northward like that of the San Joaquin does to the south. It, too, has its great wheat fields and stock ranches, its fruit farms and its splendid mountain scenery. It may surprise some who have always identified oranges with southern California to learn that far north of San Francisco the golden fruit grows to perfection and in quantity second to none. Then there are apple and prune orchards and vineyards, besides all the crops grown by farmers in the most favored localities and climates. Through



SAN DIEGO, CAL., FROM THE CORONADO FERRY.





LIVE OAK TREE, ORANGE GROVE AVENUE, PASADENA.



this great valley and among the mountains runs the Southern Pacific Railway from San Francisco to Portland, Ore., affording an exceedingly interesting journey to transcontinental passengers bound northward, or to tourists seeking new scenes. Mount Shasta, with all the notably beautiful mountain scenery of the range of which it is a part, is seen *en route*. In these mountains there are the finest of pine and redwood forests, besides inexhaustible mineral wealth. The great mineral wealth of California is known incidentally throughout the world.



MINING is the leading industry in most of the northern counties, and later developments include many of the southern counties among the mineral-producing sections of the state. The leading mining counties, according to their record as bullion producers, are Nevada, Amador, El Dorado, Placer, Calaveras, Tuolumne, Butte, Shasta, Trinity, Siskiyou, Mariposa, Lakē, Kern and Fresno. The inception of gold mining in California was at Coloma, in 1848. Subsequently the shallow, or ravine and river, placers were worked throughout the entire gold-producing counties and exhausted. Mining of this character finally resulted in the discovery of larger gravel deposits, situated in close proximity to the ravines, known as bench or bar claims. The extreme depth of gravel deposits of this character rendered it desirable to devise means for cheaply handling the increased quantity of auriferous gravel wherein the gold had been more evenly distributed—methods which eventually developed the hydraulic system of mining.

“You cannot live on climate” one hears sometimes when tales of the perfection of California weather are told. But climate is an important factor in life and in the comfort of living. Many have by a journey to California taken a new lease on life, with increased comfort and happiness in the living. If one applies the same suggestion to the life of the permanent settler the answer is still more definite—that climate saves in the expense of fuel and clothes and



PICKING LEMONS.

house construction—so that to a considerable degree one does live on the savings made possible by climatic conditions.

The recent large and continued developments of oil fields has added another important industry to the products of the state, and one which is of inestimable value from economic and commercial points of view.

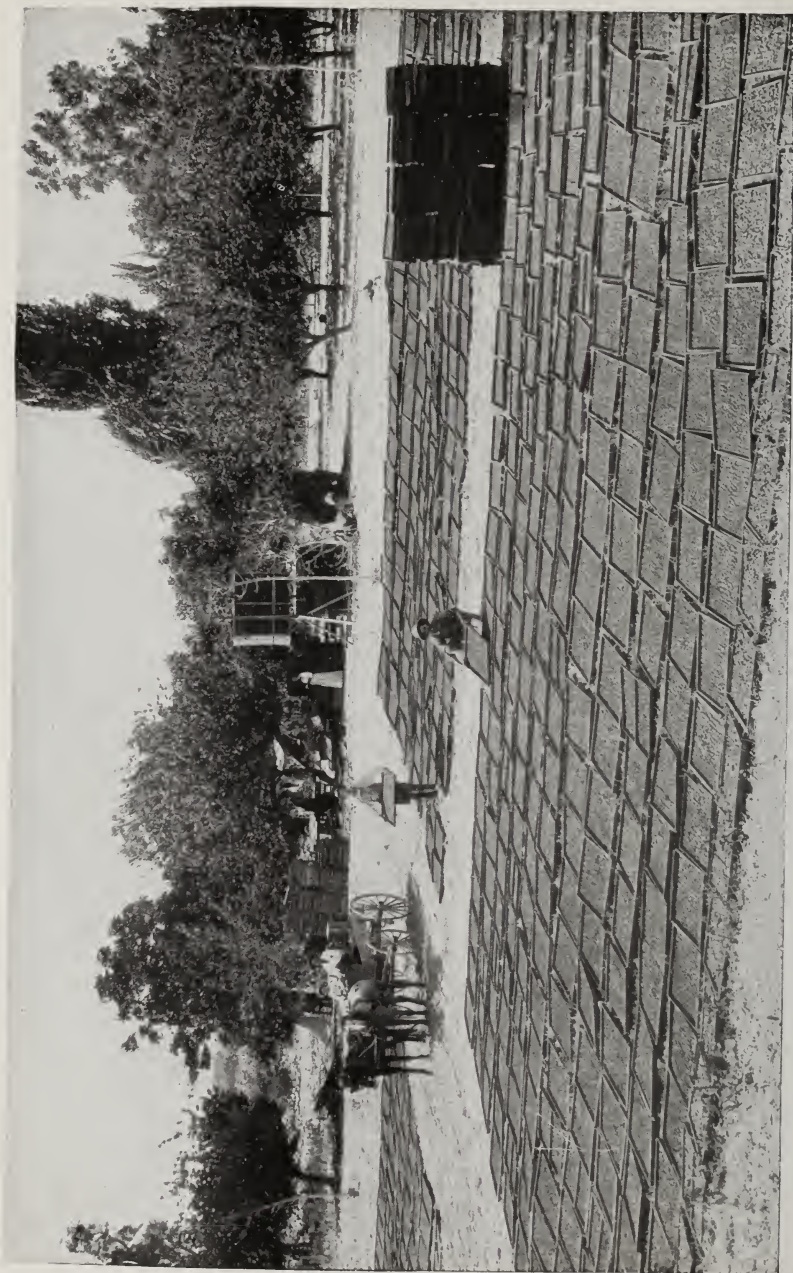
For crops the horticulturist has the choice of oranges, lemons, prunes, olives, walnuts, almonds or any of a dozen others equally profitable in California. If he chooses to try fruits that are more familiar to him he will find peaches, pears, apples, grapes and berries prolific to a degree that he has never known before. There is no season when outdoor life is interrupted, and altogether the conditions are most enticing to those who have been engaged in agriculture or those who wish to engage in it for the benefit of health or pocket.



FOR fruit culture the acreage to be obtained need not be large. "Ten acres enough" is a phrase quoted many times to prospective buyers, with the assertion that this acreage will produce as much of an income in California as a quarter-section farther east.

It is impossible within the limits of this handbook to give detailed or technical information concerning the climatic, agricultural or commercial conditions in California. No one should consider a change of residence without careful inquiry on all such subjects, and it will be of service to know that in every town and city responsible organizations or firms exist, whose undertaking it is to give authentic information on the details of life in various parts of the state, the expense of purchasing property, the relative profits in different crops, and to answer all other questions which occur to an inquirer. The suggestion that California "is too far away" is the last thing that will occur to the mind of any traveler who has once visited the state. The cities and the towns form a civilization as modern in the conveniences at command, as complete and as satisfying as that of any

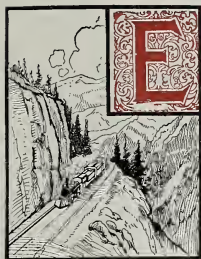




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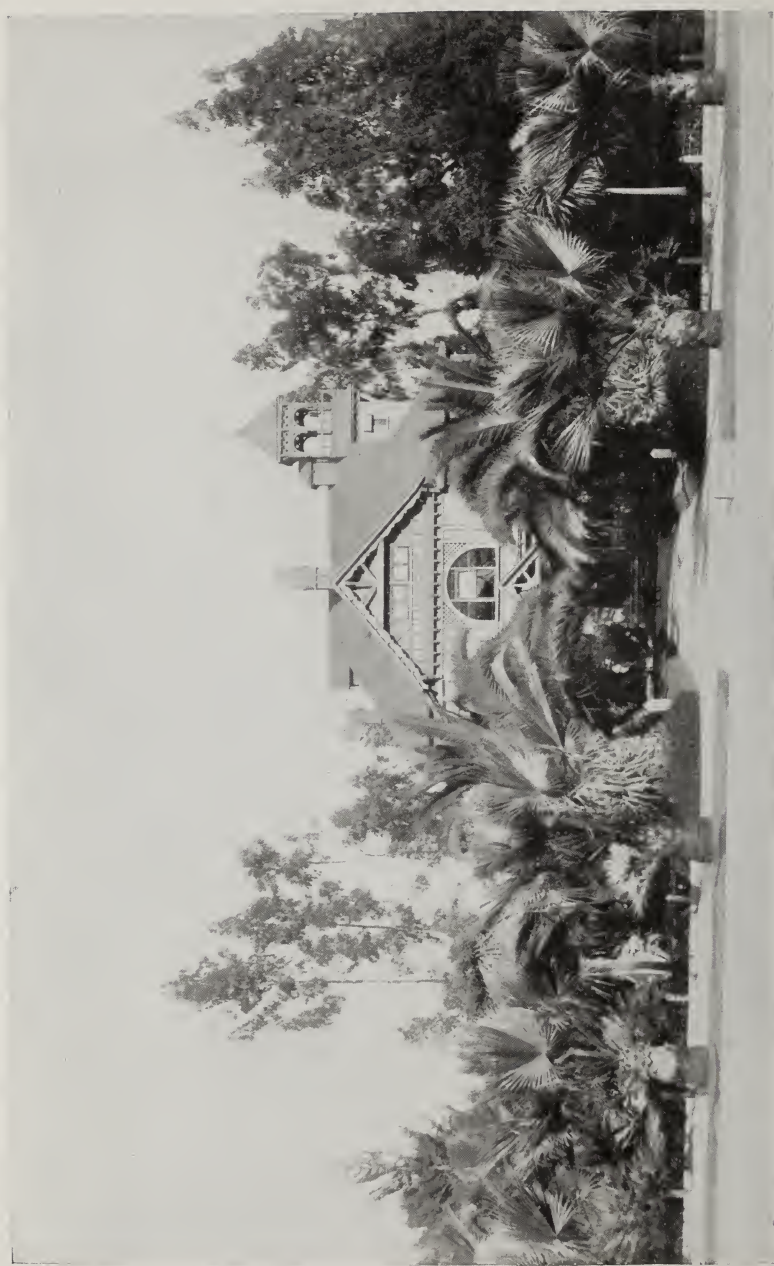
other section of our country. Schools, colleges, churches, public libraries, comforts and luxuries are provided in ample measure. The society is much the same as one leaves behind in the eastern or middle states, and is largely augmented each year by eastern visitors. California is liberally provided with first-class hotels, cottages and boarding houses, to suit the requirements of all tourists, and there is usually no difficulty experienced in securing desirable locations with pleasant environments.



N ROUTE.—The route traversed by the daily transcontinental trains Chicago to San Francisco, via the Chicago, Union Pacific & North-Western Line, is virtually the same as that traveled by the thousands of pioneers who rode or tramped over prairie and mountain, some fifty years ago, seeking Eldorado. Then ox carts

wore away the trails; there was nightly guard against Indian attack; buffalo by the thousands grazed on the plains, and the hardy travelers banded together in great caravans for self protection. Later came stage-coach lines for passengers and the pony express for the mails. But business east and west demanded more rapid means of communication; the nation needed a link to bind its outlying limits closer, and the pioneer railway lines were built in response to imperative need, the wisdom of which has been demonstrated in the development and settlement of the whole middle West, the mountain states and the Pacific slope.

It was then that the Chicago & North-Western was built from Chicago to the Missouri River, joining hands with the Union Pacific, just being completed across the plains and mountains, to meet the Central Pacific in the great race between the two for Government aid. Thus the three lines of the present day, the Chicago & North-Western, the Union Pacific and the Southern Pacific are, from a historic point of view, the pioneer lines of the West. In point of equipment, fast schedules and the luxurious comfort of passengers, the lines are also pioneers in the fullest sense.



A TYPICAL CALIFORNIA HOME.

That part of the country traversed by the transcontinental trains immediately after leaving Chicago is the Mississippi Valley, an ideal agricultural region with fine country homes, schools, colleges and churches. The most important towns passed in crossing Illinois are Geneva, De Kalb, Rochelle, Dixon, Sterling, Morrison and Fulton, all prosperous and growing. The Fox River is crossed just before reaching Geneva, and the line of the railway follows the picturesque course of the Rock River between Dixon and Sterling.

After leaving Fulton the trains cross the Mississippi River to Clinton, Iowa, the gateway to the Hawkeye state. The entire journey across the prairies between the Mississippi and Missouri rivers is through a succession of fertile fields, prosperous cities and thriving towns. Among the towns of importance are Cedar Rapids, Tama, Marshalltown, Ames, Boone, Carroll, Missouri Valley and Council Bluffs, the latter being the terminus of the Iowa portion of the journey. Ames, where connection is made for Des Moines, is the seat of the State Agricultural College.

Between Council Bluffs and Omaha the overland trains cross the Missouri River, which separates the states of Iowa and Nebraska, to Omaha, the metropolis of the latter state.

It is 475 miles from Omaha to the state line of Wyoming, the route being through Nebraska all the way except for the diversion of a few miles into Colorado to reach Julesburg, the direct gateway to Denver. After leaving Omaha, farming predominates in the valley of the Platte, and the cities of Fremont, Columbus, Grand Island, Kearney and North Platte are active commercial centers. North Platte, near where Colonel W. F. Cody, "Buffalo Bill," has his famous ranch, is the center of a district from which great quantities of live stock are shipped, and from North Platte westward cattle-raising predominates, crops gradually giving way to grazing until, when Cheyenne is reached, there is little seen in the way of diversified farming, while cattle, horses and sheep are everywhere. On the last three hundred miles of this part of the journey the traveler has an opportunity also to observe the results of some of the greatest irrigation undertakings of the country, "that superior substitute for rain" which has been of incalculable benefit to many sections of the great West.



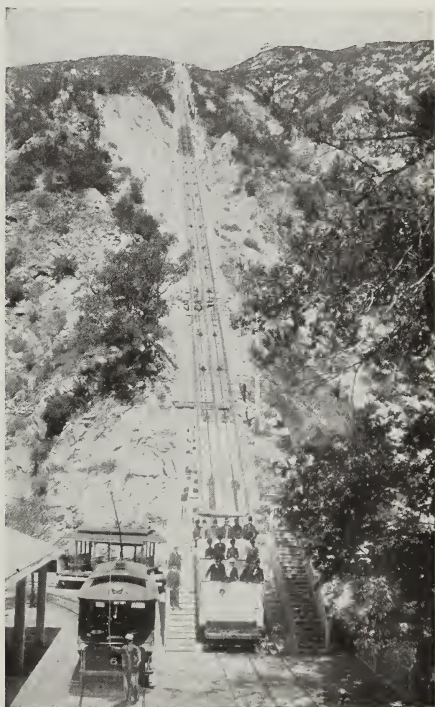


A VIEW IN SAN JOSE.



Cheyenne, the capital of Wyoming, is a city worthy of more than a passing glance, and from here, as well as from Julesburg, one can make a detour to Denver, Colorado Springs and Pueblo and other Colorado points. The first important town west of Cheyenne is Laramie, with 6,500 people, and the next is Rawlins, thirty miles west of which the train crosses the Continental Divide. The purity and rarity of the atmosphere is stimulating and refreshing, and mountain ranges, hundreds of miles away, deceive the vision by their seeming nearness—the Sweetwater Mountains, Wind River Mountains and Rocky Mountains all being in sight.

Rock Springs is a thriving town with 5,500 inhabitants. Green River, with its picturesque buttes close at hand, is an important railroad center, and thirty miles west is Granger, the junction point with the Oregon Short Line for Portland. Evanston, Wyo., is half way between Omaha and San Francisco, and from here nearly all the way to Ogden the traveler may see from the car windows a succession of scenery marking the grand as well as the curious and grotesque in nature. Echo Cañon and Castle Rock, Steamboat Rock, Great Eastern, Giant's Teapot and Pulpit Rock, Weber Cañon, Witch Rocks, Devil's Slide and Devil's Gate are points of interest eagerly watched for by travelers; when, almost before the transition can be realized, the mountains are left behind and the train speeds through a fertile valley with farms and orchards on every side, and shortly comes to a stop in the union station at Ogden.



INCLINE RAILWAY—MOUNT LOWE,  
NEAR LOS ANGELES.



CALIFORNIA GRAPES.



OGDEN is the second city in importance in Utah, and the junction point of the Union Pacific and the Southern Pacific lines, although the original point of meeting was at Promontory, fifty-three miles farther west. Salt Lake City, the-Zion of the Mormons, is thirty-six miles to the south, and is the principal city of Utah. The Mormon temple and tabernacle, the beautiful streets and homes, and the remarkable industrial and agricultural development of the surrounding region, are of great interest. Within easy reach of the city is Saltair, with its large bath houses and pavilions, on the great Salt Lake.

It is via Ogden and Salt Lake that connections are made with the Salt Lake Route, the route of the new daily electric-lighted Los Angeles Limited, less than three days between Chicago and Los Angeles.

The new route leads directly southwest through Utah, across the southeastern corner of Nevada, entering the citrus fruit region of southern California near San Bernardino.



CHICAGO & NORTH-WESTERN TICKET OFFICE, SAN FRANCISCO.





FALLEN MONARCH, MARIPOSA BIG TREE GROVE.



IRRIGATING AN ORCHARD.



From San Bernardino into Los Angeles, the rich orange grove belt of southern California is traversed, passing through Riverside, Ontario and Pomona, through beautiful groves, rich with fruit and blossom, beyond which the mountains raise their snow capped peaks.

The route of the Overland Limited from Ogden west to San Francisco lies through a productive valley and across the great Lucin cut-off, bridging the waters of Great Salt Lake which border the track on either side for a distance of over 35 miles, one of the greatest engineering feats of the day.

Further west the towns of Wells, Elko and Carlin are passed, and along the Humbolt River and its tributaries for many miles are green meadows, which again speak volumes for the efficacy of irrigation. From Palisade the Eureka & Palisade Railway extends southward to Eureka, and from Battle Mountain the Nevada Central Railroad to Lewis and Austin, Nev. Winnemucca, Humbolt and Reno are flourishing towns in Nevada; Reno, with a population of about 7,000, being the commercial capital of the state. The state university and the United States agricultural experiment station are located here. From Hazen and from Reno railway lines extend north along the eastern base of the Sierras, and south through Carson City and Virginia City, Tonopah, Goldfield, Keeler and the mining camps of southwestern Nevada and the California border.

West of Reno the steady climb of the Sierras continues, and a few miles west of Verdi the state line between Nevada and California is crossed. Truckee is the first important station in California and is a division headquarters of the road as well as a starting point for beautiful Lake Tahoe and Donner Lake, which lie hidden in the mountains a short distance away. Fourteen miles west of Truckee is Summit Station, the highest point reached by the train in the Sierra Nevada Mountains, and after a most enjoyable ride around "Cape Horn," where the train is a thousand feet above the smiling valley, the descent is rapidly made to Colfax, where the Nevada County Narrow Gauge Railroad branches off to Grass Valley and Nevada City. After leaving



HALF DOME AND CLOUD REST, YOSEMITE.

Colfax the route lies through the fertile Sacramento Valley, and on region can surpass the wheat fields and fruit orchards to be seen. The farms are fortunes to their owners. Some are great ranches that have hardly been subdivided since the days of the old Spanish grants, while others are the seat of colonizing enterprises, organized to combine the advantages of rural life with those of village communities. Sacramento, the capital of the state, is in the midst of this rich region, ninety miles northeast of San Francisco.



**TRAIN SERVICE.**—In choice of routes and excellence of train service and schedules the Chicago, Union Pacific & North-Western Line presents advantages superior in many ways to those of any other route to California.

The electric-lighted Overland Limited leaves Chicago every day in the year through to San Francisco and Portland in less than three days.

The same superior service is offered eastbound. The equipment comprises Pullman standard drawing-room and private compartment sleeping cars, composite library and observation cars, Booklovers Library, buffet, and dining cars. There are electric reading lamps in every section and compartment, and all meals en route are served in dining cars (a la carte service).

The new Los Angeles Limited, less than three days en route between Chicago and Los Angeles, via the Chicago, Union Pacific & North-Western Line and the newly opened Salt Lake Route, is a fast electric-lighted train, every day in the year, through to Los Angeles without change, with dining cars, Pullman standard and tourist sleeping cars, composite observation cars, buffet, and Booklovers Library. This train has a schedule of only 66 hours en route. Another first-class train to San Francisco, Los Angeles and Portland is the California Express, equipped with Pullman standard drawing-room and tourist sleeping cars, through without change, and dining car service a la carte. These Pullman tourist sleeping cars are of the same general pattern as the first-class cars,



MOUNT SHASTA.



in which accommodations are provided at one-half the cost. They are carried on fast trains in quick time every day in the year in both directions between Chicago and the Coast without change, with direct connections via The North-Western Line from Peoria, Milwaukee, Madison, Minneapolis, St. Paul, Duluth, and all points in Wisconsin and Minnesota, and with all lines from the East, with choice of routes to southern California via Salt Lake City or via Sacramento and San Francisco, and via the direct line or through Colorado. The rate for a double berth on these tourist cars from Chicago to the Pacific Coast is but \$7.00. They offer a pleasant and most economical means of making the trip overland and particulars will be furnished upon application.

The choice of routes to California offered by the Chicago & North-Western Railway is by no means confined to the above. Should business or pleasure make the trip via Denver, Colorado Springs, Pueblo and Salt Lake City, or via Portland preferable, or if the trip via St. Paul, Minneapolis or Duluth is desired, or the more southerly routes should appeal to the traveler, tickets at favorable rates can be provided to suit his convenience.

Detailed information regarding the cost of one-way tickets and tourist tickets with long return limits and the reservation of desired sleeping car space can be obtained upon application, in person or by letter, to any railway ticket agent or any representative of The North-Western Line mentioned on page 58.



WELLS ST. PASSENGER STATION, CHICAGO.

## AGENCIES THE NORTH-WESTERN LINE.

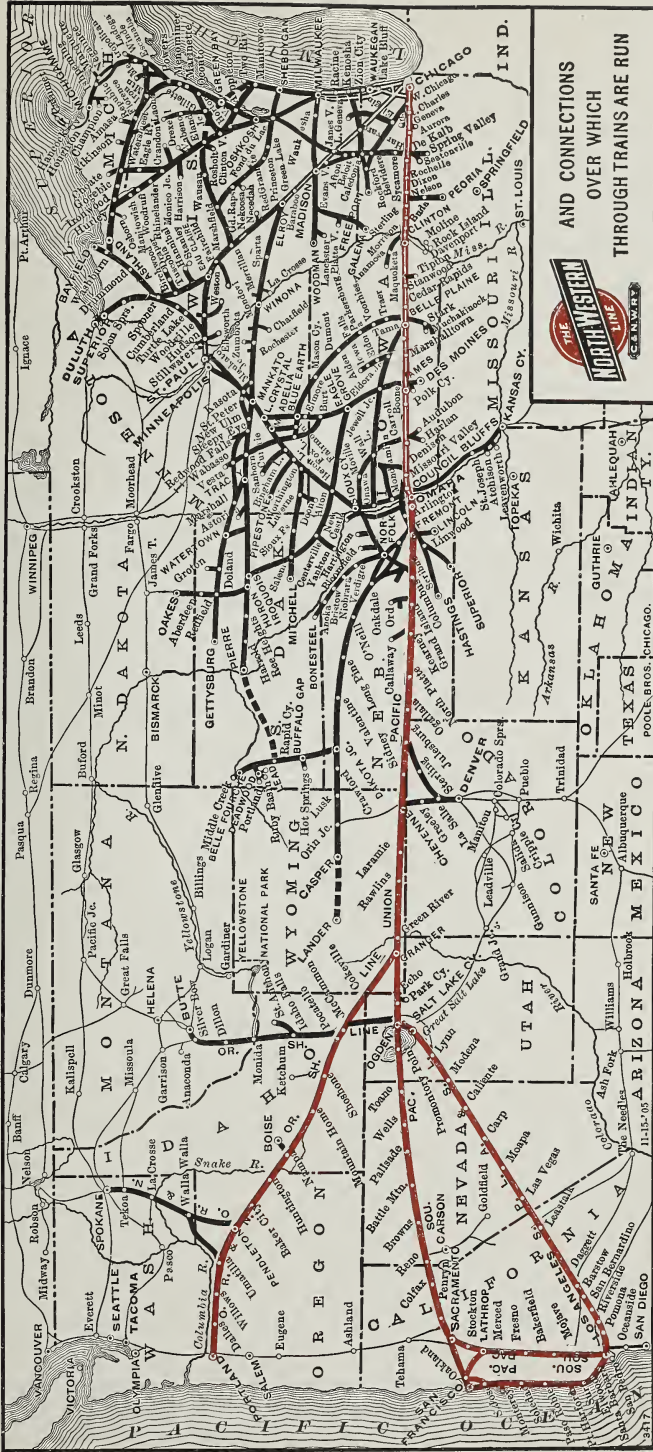
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